

DEPARTMENT OF JUSTICE

A Case Study

SUCCESS AT FT. HOOD, TX AND III CORPS



“ FPI’s efforts met and exceeded other service providers maintenance standards, was within budget estimates and met the short production timelines. ”

Mr. Dale Clements
Chief, Force Modernization Division
III Corps AC of S G4 Ft. Hood, TX

“ Because of the volume of work of HMMWVs that needed quick repair within 120 days, the decision was made to go to FPI... ”

CW4 T.J. Carson
Senior Automotive Staff Technician
III Corps AC of S G4 Ft. Hood, TX

“ The quality work done was up to standard to meet any military qualifications. ”

CW5 Robert L. Carter
3rd Sustainment BDE/AFZP-USA,
3rd ID Ft. Stewart, GA

CHALLENGE:

The U.S. Army III Corps, based in Ft. Hood, Texas, was preparing its subordinate units for duty in Iraq. Vital to the readiness of one of its units, the First Cavalry Division, were hundreds of HMMWVs and trailers for hauling tactical equipment, munitions, water and other essentials during military operations.

“The III Corps had a mission larger than the normal service providers were capable of accomplishing,” said Dale Clements, Chief, Force Modernization Division. He added, “The mission was to reset HMMWVs and trailers recently redeployed from Iraq. The requirement was to bring the equipment to a maintenance standard of 10/20 complete, with all services performed.”

The Army had these vehicles available and a number of them already had seen hard duty in the Middle East, and would require labor-intensive, high-level maintenance to return them to “mission-ready” status. In addition to a substantial overhaul, many of the HMMWVs needed upgrades to more powerful 6.5-liter engines and heavier suspension systems.



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OBJECTIVE:

The III Corps looked to accomplish "TM10/20-3D," standards and the HMMWV engine and suspension upgrades. The work had to meet an accelerated timetable, price requirements and rigorous quality standards in time for the division's departure for Iraq.

In its search, the III Corps and the First Cavalry Division asked Federal Prison Industries (FPI), part of the U.S. Department of Justice, if FPI's Fleet Management and Vehicular Components Business Group could handle this challenging mission.

As a provider of "government vehicle solutions," the FPI Fleet Business Group quickly responded to the First Cavalry Division's specific needs, adapting its state-of-the-art production lines and work flow for this specialized maintenance and upgrade assignment.



THE SOLUTION:

With its surge capacity and ability to run multiple production lines simultaneously, FPI's Fleet Business Group completed the work in a phased approach at four of its leading-edge facilities, meeting the First Cavalry Division's demanding time frame, costs, budgetary considerations and rigorous quality standards.

"When the overhauled HMMWVs and trailers were delivered to Ft. Hood, the military units there thought that the vehicles were brand new," CW5 Robert L. Carter, Senior Logistics Officer of the 3rd Sustainment Brigade at Fort Stewart, Ga. (formerly at Ft. Hood), commented. The maintenance and upgrade work, he said, was of "great quality," resulting in "an outstanding end product."

Approximately 200 HMMWVs were overhauled and upgraded in the Fleet Business Group's Three Rivers, Texas, facility. Three other facilities in FPI's nationwide network completed high-level maintenance on a total of 315 operational support trailers—Estill, S.C., Terre Haute, Ind., and Victorville, Calif. Adding complexity to the trailer maintenance work was the fact that each plant handled anywhere from 6-8 different trailer models.

Spearheaded by the III CORPS Quality Assurance Team and the FIRST CAV Q/A, in close consultation with FPI, established the rigorous quality standards needed.

"The work was matched against a major competitor, and they exceeded that competitors performance," CW5 Carter commented.

In describing FPI's performance, Dale Clements Chief, Force Modernization Division stated "Impressive Factories and Impressive Staff." He further described the experience and working relationship with FPI, "One year later and no complaints on platforms or components."

"This was a monumental task and because of FPI's skilled workers, the job got done," said Chief T.J. Carson, who recently retired as Chief of the Task Monitor Maintenance Section of HHC III Corps & Ft. Hood, TX. He added, "The project supported my belief that no other contractor I was considering could get the job done in a quality manner and within the timeframe that the work needed to get done."

Because FPI's Fleet Business Group had the surge capacity and nationwide network of facilities to handle this large assignment, the First Cavalry Division, saved valuable time, effort and a complex coordination process.

FPI's Fleet Business Group provided the III Corps and First Cavalry Division the high-quality, timely and cost-effective services it needed. These benefits, along with the convenient use of MIPRs and SOWs for acquiring services, contributed to the division's mission-readiness for Iraq.



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